



Avionics requirements for State aircraft

Edition February 2021



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| Avionics requirements State Aircraft |
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| Civil-Military ATM Coordination Division |

EUROCONTROL has prepared a short summary offering an overview of a significant series of avionics requirements and their applicability to State aircraft.

Although this overview is mainly for information purposes only, it captures useful information that may increase awareness on how military aircraft are impacted by the introduction of specific capabilities.

It should also be noted that only National Aeronautical Information Publications (AIPs) and Aeronautical Information Circulars (AICs) contain formal and liable information concerning avionics requirements applicable to State aircraft.

Additional details can be found here: <https://www.eurocontrol.int/publication/civil-military-cns-interoperability-roadmap>

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It is the users' responsibility to make sure that they are using the most up-to-date versions of the information.

Users are reminded that States remain ultimately responsible for mandating the carriage of avionics equipment in their respective airspace. Therefore, Users are therefore advised to continue to consult National Aeronautical Information Publications (AIPs) and Aeronautical Information Circulars (AICs) to establish they have the correct information.

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State aircraft – Communications requirements (1)

| Capability | Civil Requirements – related requirements | Mandate Status | State Aircraft equipage considerations |
|---------------------------|---|---|---|
| 8.33 kHz VHF Voice | <p>VHF Transceivers with 8.33 KHZ channel spacing</p> <p>More details in the 8.33 FAQ (Question 17): http://www.eurocontrol.int/sites/default/files/article/content/documents/nm/833/2015-04-28-8%2033-fags-1.1-final.pdf</p> | <p>Mandatory carriage above FL195 from 15 March 2007.</p> <p>Below FL195: the European Commission published the new voice channels spacing implementing rule in the Official Journal of the EU on the 16 November 2012 as Regulation (EU) No 1079/2012.</p> <p>It applies to all State aircraft with transition arrangements for technical and procurement constraints including handling on VHF 25 kHz or UHF by ANSPs</p> | <p>There is no specific equipage definition for military aircraft. The AGVCS regulation encourages implementation of EUROCAE ED-23C standard, if possible, which has improved performance over ED-23B.</p> <p>EC regulation 1079/2012 (Article 9) contains arrangements for State aircraft:</p> <p>Above FL 195 non-transport type State aircraft when justified by procurement constraints are to equip by 31 December 2015 at the latest</p> <p>All State aircraft entering into service (or suffering major mid-life upgrades) after 01 January 2014 to be equipped (Forward Fit)</p> <p>Retrofit all State aircraft by 31 December 2018</p> <p>Transition Arrangements are possible due to procurement constraints with communication to the Commission by 30 June 2018 and equipage by 31 December 2020 at the latest. State aircraft that cannot be equipped with compelling technical or budgetary constraints are exempted (no defined end date). A list of these aircraft should have been communicated to the Commission by 30 June 2018.</p> <p>Exempted: All State aircraft that that will be withdrawn from operational service/go out of service by 31 December 2025</p> <p>ATS providers are to accommodate non-equipped State Aircraft on UHF or VHF 25 kHz, provided safety ensured. Publication in national aeronautical information publication (AIP) of applicable procedures is also required.</p> |
| VHF FM Immunity | <p>All VHF Com and ILS and VOR receivers to be protected against interference from VHF broadcast.</p> <p>FM immune VHF equipment is to be used.</p> | <p>Mandated for en-route and airports as specified in national AIPs</p> | <p>Exemptions for State a/c may still be negotiated on a bilateral basis.</p> <p>See JAA TGL 16 and national AIPs.</p> |

State aircraft – Communications requirements (2)

| Capability | Civil Requirements | Mandate Status | State Aircraft equipage considerations |
|--|--|--|--|
| <p>Controller-Pilot Data Link Communications (CPDLC) ATN/VDL Mode 2</p> | <p>CPDLC application over ATN/VDL Mode 2 (or other communication protocols).</p> <p>Equipage details: (see civil tables):</p> <p>3rd VHF Digital Radio, also either: Communications Management Unit (CMU) and Multi-function Control Display Unit (MCDU), or Air Traffic Service Unit (ATSU) and Dedicated Control and Display Unit (DCDU) or Integrated solution (e.g. Boeing FANS2) or Electronic Flight Bag solution (TBD)</p> | <p>EC regulation 310/2015 amending EC implementing regulation (IR) 29/2009 requires implementation by ATS providers of data link services for above FL285:</p> <ul style="list-style-type: none"> - Airborne implementation date (civil aircraft) 5 February 2020 (no distinction between forward- and retro-fit) - Airborne implementation date (new transport type State aircraft if decided to equip with civil capability) 1 January 2019 (forward-fit only) - Ground implementation date 5 February 2018 - "Old aircraft" (civil) dates changed by 5 years to 2003 / 2022 <p>The multi frequency environment has been deployed.</p> | <p>The EC regulation 29/2009 includes provisions on State aircraft. Member States which decide to equip new transport type State aircraft entering into service from 01 January 2019 with data link capability relying upon standards which are not specific to military operational requirements, shall ensure that those aircraft have the capability to operate the data link services defined in Annex II of the IR (with ATN/VDL Mode 2 data link or other communications protocol).</p> <p><u>Technical guidance</u> see EASA CS ACNS, EASA AMC 20-11 and EUROCAE ED92C. EASA issued an SIB (EASA SIB No.: 2019-13) to clarify that the multi-frequency capability of the airborne datalink installation (over Very High Frequency Data Link Mode 2), constitutes a key minimum feature needed to provide the required levels of data link service to support CPDLC.</p> <p><u>Deployment guidance</u> see SESAR Deployment Manager DLS Recovery Plan and operators of CPDLC aircraft conducting flights wholly or partly in the airspace where ATN B1 CPDLC is required for which the aircraft has been granted an exemption either automatic or by EC Decision, should include the letter Z in Item 10a and the indicator DAT/CPDLCX in Item 18 of the flight plan. Such proposal to reflect the CPDLC exemptions status in the flight plan stems from the Global Operation Data Link (GOLD) Manual.</p> |

State aircraft – Navigation requirements (1)

| Capability | Civil Requirements | Mandate Status | State Aircraft equipage considerations |
|--|---|--|---|
| ILS | ILS receiver | | Available as part of Multi-Mode Receiver (MMR) |
| MLS | MLS receiver (EU OPS 1.865) | | Available as part of Multi-Mode Receiver (MMR) |
| RNAV5 (previously named B-RNAV) | Navigation specifications detailed in ICAO PBN manual (doc 9613) RNAV systems (VOR/DME, DME/DME, GNSS or INS/IRU) capable of ± 5 NM accuracy. See EASA CS-ACNS | Commission Implementing Regulation (EU) 2018/1048. | The availability and continuity of VOR and DME coverage have been calculated for most of Europe and they are considered to be capable of meeting the requirements of the en-route phase of operations. Transitional measures and contingency measures are advocated in Article 4 and Article 6, respectively, of Commission Implementing Regulation (EU) 2018/1048. |
| RNAV1 | Navigation specifications detailed in ICAO PBN manual (doc 9613) RNAV systems (GNSS, DME/DME or DME/DME/IRU) capable of ± 1 NM accuracy. See EASA CS-ACNS | Commission Implementing Regulation (EU) 2018/1048 | Transitional measures and contingency measures are advocated in Article 4 and Article 6, respectively, of Commission Implementing Regulation (EU) 2018/1048. |
| RVSM | ICAO Min. Aircraft System Performance Standard (MASPS) The RVSM MASPS include: (1) Two independent, cross-coupled altitude measurement systems; (2) One automatic altitude control system ($\pm 65'$); (3) One altitude alert system ($\pm 300'/\pm 50'$); (4) One SSR altitude reporting transponder (5) RVSM compliant avionics configuration. See EC 965/2012, EASA Part SPA and CS-ACNS | Mandated from FL290 to FL410 | State aircraft can be accommodated in RVSM airspace: Military aircraft operating as GAT which are non MASPS RVSM compliant are allowed in RVSM airspace but are subject to 2000ft vertical separation from all other aircraft. However, States are requested to adapt their State aircraft for RVSM approval, to the extent possible, and especially those aircraft used for General Air Traffic (GAT). There is no exemption for State aircraft to operate as GAT within RVSM airspace (FL 290 to FL 410) with a 1000 ft vertical separation minimum without an RVSM approval. The absence of such approval does not mean that State aircraft cannot access RVSM-designated airspace, but it does require a separation of 2000 ft to be observed. The EUROCONTROL Guidelines for Certification and Operation of State Aircraft in European RVSM Airspace can be found on https://www.eurocontrol.int/service/european-regional-monitoring-agency |

State aircraft – Navigation requirements (2)

| Capability | Civil Requirements | Mandate Status | State Aircraft equipage considerations |
|--|---|---|--|
| RNP APCH (flown to LNAV minima) | Navigation specifications detailed in ICAO PBN manual (doc 9613) See EASA CS-ACNS | Commission Implementing Regulation (EU) 2018/1048. | Transitional measures and contingency measures are advocated in Article 4 and Article 6, respectively of Commission Implementing Regulation (EU) 2018/1048. |
| RNP APCH (to LNAV/VNAV minima) also called APV Baro/VNAV | See EASA CS-ACNS | Commission Implementing Regulation (EU) 2018/1048. | Transitional measures and contingency measures are advocated in Article 4 and Article 6, respectively of Commission Implementing Regulation (EU) 2018/1048. |
| SBAS APV (to LPV minima) also referred to as APV SBAS | Requirements for SBAS receivers are contained in ICAO annex 10 Volume 1. See EASA CS-ACNS | Commission Implementing Regulation (EU) 2018/1048 | Transitional measures and contingency measures are advocated in Article 4 and Article 6, respectively, of Commission Implementing Regulation (EU) 2018/1048. SBAS supports RNAV Approach operations to LPV minima. RNP APCH operations approval may be required by national authorities in the State of the intended operations. |
| RNP AR APCH (Authorisation Required) | Navigation specifications detailed in ICAO PBN manual (doc 9613) Enabling System: GNSS See EASA CS-ACNS | Commission Implementing Regulation (EU) 2018/1048 | Relies on GNSS and flight crew performance. Specific authorisation required per procedure and the aircraft equipment eligibility includes aircraft qualification, maintenance procedures and minimum equipment list revisions. Approach specification for challenging environments. |
| GLS CAT I and GBAS CAT II/III | Approaches based on GBAS equipment GBAS SARPS contained in ICAO Annex 10 Volume 1 GBAS performance specification is contained in RTCA DO 253D LAAS receiver MOPS | In operation at selected airports (CAT I operations). Deployment status and plans available at www.flygls.net . Operational approval not required for CAT I (ILS look-alike) and under development for CAT II/III | GBAS SARPS for CAT I became applicable in Nov 2001 (refer to ICAO SARPS annex 10 volume 1). GBAS SARPS for CAT II/III published as baseline development standards. Specific applicability to State aircraft not defined. |
| A-RNP (Advanced RNP) | RNP operations where the RNP is scalable from 2 NM down to 0.3 NM to all phases of flight. RF required and options for higher continuity, FRT, Baro-VNAV and scalability. EASA CS-ACNS provides airworthiness material. | No current requirement or mandate. | Provide a means of a single aircraft qualification being applicable to a broader range of applications. Specific applicability to State aircraft not defined. |

State aircraft – Surveillance requirements (1)

| Capability | Civil Requirements | Mandate Status | State Aircraft equipage considerations |
|---|--|---|--|
| SSR Mode A+C | Mode A/C airborne transponder (ICAO Annex 10, Volume IV, Chapter 2) | Mandated for IFR/GAT and for VFR/OAT in 'designated airspace' However note Mode S requirement below | |
| SSR Mode S Elementary Surveillance (ELS) and Enhanced Surveillance (EHS) | <p>Elementary Surveillance (ELS)</p> <p>“Basic Functionality” required:</p> <p>Automatic reporting of Aircraft Identity Transponder capability report Altitude reporting in 25 ft intervals Flight status SI Code capability</p> <p>See EASA CS-ACNS.</p> <p>Enhanced Surveillance (EHS)</p> <p>EHS provides, in addition, 8 more downlinked aircraft parameters:</p> <ul style="list-style-type: none"> • Magnetic Heading • Air Speed • Selected Altitude • Vertical Rate • Track Angle Rate • Roll Angle • Ground Speed • True Track Angle <p>The ground acquisition of such specific aircraft-derived parameters enables the ATC Controllers ability to increase their efficiency in tactically separating aircraft.</p> <p>See also EASA CS-ACNS.</p> | <p>The performance and interoperability requirements related with the carriage of Mode S (ELS and EHS) and ADS-B OUT in European Union airspace, for flights under GAT/IFR status, are regulated by the Commission Regulation (EU) No 1207/2011 (SPI IR¹) amended by EU1028/2014, EU2017/386 and EU2020/587².</p> <p>Article 8 of the SPI IR covers State aircraft³ and defines the cases for exemptions.</p> <p>Non-EU State aircraft are not covered by the SPI IR. For non-EU State aircraft, dispensations from Mode S and ADS-B obligations may be granted by the competent National Authority.</p> <p>EUROCONTROL does not make any SES regulatory interpretations. Consequently, any legal questions related with regulatory provisions must be submitted to the European Commission.</p> <p>For further information regarding the Regulations, and possible exemption mechanisms, please contact DG Move at the European Commission via 'move-infos@ec.europa.eu'</p> <p>The EASA Certification Specification for Airborne Communications, Navigation and Surveillance (CS-ACNS), issue 2 published April 2019, provides the avionics certification documentation in line with Commission Implementing Rule EU1207/2011. (See https://www.easa.europa.eu/sites/default/files/dfu/Annex%20I%20to%20ED%20Decision%202019-011-R%20-%20CS%20ACNS%20Issue%202.pdf)</p> | <p>National Context</p> <p>Prior to the publication of the SPI IR, several European States mandated Mode S carriage for State aircraft within each State's jurisdiction in the national context. The published obligations affect State aircraft when operating GAT (IFR and VFR) and, in certain cases, OAT. This was done “nationally” and consequently, State aircraft operators are strongly advised to consult national AIPs/AICs when planning flights conducted by State aircraft in European airspace to determine the procedures to submit the required waivers. A related Compendium on the Management of Flights by Mode S and ADS-B OUT Non-Equipped State Aircraft is available here: https://www.eurocontrol.int/service/handling-non-equipped-mode-s-and-ads-b-state-aircraft</p> <p>European Context</p> <p>Article 8 of the SPI IR mandates, from 07 December 2020, the carriage of Mode S ELS for all State aircraft and Mode S EHS and ADS-B OUT for Transport type State aircraft⁴⁵ when operating as GAT/IFR. Article 8 applies only to EU State aircraft, thus non-EU State aircraft are not covered by that Article 8 (nor by the SPI IR).</p> <p>For EU State aircraft, Member States had until 1 January 2019 to communicate to the European Commission which State aircraft cannot be equipped with the Mode S or ADS-B OUT capabilities as per Article 8.3 of the SPI IR. Such exemptions were limited to three reasons justifying non-equipage, in Article 8(3) of Regulation (EU) No 1207/2011.</p> <p>Non-EU State aircraft not equipped with Mode S or ADS-B OUT capability can be authorised to conduct flights in European airspace under GAT. Non-EU State aircraft operators that plan to conduct flights with non-Mode S or non-ADS-B OUT transport type State aircraft in European airspace shall consult the National AIPs of the States to be overflown, and submit case by case requests for dispensation/waivers for such particular flights in line with arrangements and procedures published therein.</p> <p>A related Compendium on the Management of Flights by Mode S and ADS-B OUT Non-Equipped State Aircraft is available here: https://www.eurocontrol.int/service/handling-non-equipped-mode-s-and-ads-b-state-aircraft</p> |

¹ SPI IR – Surveillance performance and interoperability implementing rule

² The precise text of the SPI IR can be found here: <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32011R1207>

³ 'State aircraft' means any aircraft used for military, customs and police purposes as defined by SPI IR

⁴ State aircraft with a maximum certified take-off mass exceeding 5 700 kg or having a maximum cruising true airspeed capability greater than 250 knots. It applies for aircraft with an individual certificate of airworthiness first issued on or after 7 June 1995.

⁵ As per SPI IR, transport-type state aircraft means, "Fixed wing State aircraft that are designed for the purpose of transporting persons and/or cargo."

State aircraft – Surveillance requirements (2)

| Capability | Civil Requirements | Mandate Status | State Aircraft equipage considerations |
|--|--|--|---|
| <p>Automatic Dependant Surveillance Broadcast (ADS-B)</p> | <p>ADS-B Out Transmit System:</p> <p>EASA ETSO C166b</p> <p>EUROCAE ED-102A RTCA DO-260B</p> <p>ICAO Annex 10 Doc. 9871 Ed.2</p> <p>ADS-B Out Horizontal Position Source:</p> <p>EASA ETSO C129a (plus specific EASA CS ACNS qualifications), ETSO-C196, or ETSO-C145 / ETSO-C146.</p> | <p>The performance and interoperability requirements related with the carriage of Mode S (ELS and EHS) and ADS-B OUT in European Union airspace, for flights under GAT/IFR status, are regulated by the Commission Regulation (EU) No 1207/2011 (SPI IR) amended by EU1028/2014, EU2017/386 and EU2020/587 .</p> <p>Article 8 of the SPI IR covers State aircraft and defines the cases for exemptions.</p> <p>Non-EU State aircraft are not covered by the SPI IR. For non-EU State aircraft, dispensations from Mode S and ADS-B obligations may be granted by the competent National Authority.</p> <p>EUROCONTROL does not make any SES regulatory interpretations. Consequently, any legal questions related with regulatory provisions must be submitted to the European Commission.</p> <p>For further information regarding the Regulations, and possible exemption mechanisms, please contact DG Move at the European Commission via 'move-infos@ec.europa.eu'</p> <p>The EASA Certification Specification for Airborne Communications, Navigation and Surveillance (CS-ACNS), issue 2 published April 2019, provides the avionics certification documentation in line with Commission Implementing Rule EU1207/2011. (See https://www.easa.europa.eu/sites/default/files/dfu/Annex%20I%20to%20ED%20Decision%202019-011-R%20-%20CS%20ACNS%20Issue%202.pdf).</p> | <p>National Context</p> <p>Prior to the publication of the SPI IR, several European States mandated Mode S carriage for State aircraft within each State's jurisdiction in the national context. The published obligations affect State aircraft when operating GAT (IFR and VFR) and, in certain cases, OAT. This was done "nationally" and consequently, State aircraft operators are strongly advised to consult national AIPs/AICs when planning flights conducted by State aircraft in European airspace to determine the procedures to submit the required waivers.</p> <p>A related Compendium on the Management of Flights by Mode S and ADS-B OUT Non-Equipped State Aircraft is available here: https://www.eurocontrol.int/service/handling-non-equipped-mode-s-and-ads-b-state-aircraft</p> <p>European Context</p> <p>Article 8 of the SPI IR mandates, from 07 December 2020, the carriage of Mode S ELS for all State aircraft and Mode S EHS and ADS-B OUT for Transport type State aircraft when operating as GAT/IFR. Article 8 applies only to EU State aircraft, thus non-EU State aircraft are not covered by that Article 8 (nor by the SPI IR).</p> <p>For EU State aircraft, Member States had until 1 January 2019 to communicate to the European Commission which State aircraft cannot be equipped with the Mode S or ADS-B OUT capabilities as per Article 8.3 of the SPI IR. Such exemptions were limited to three reasons justifying non-equipage, in Article 8(3) of Regulation (EU) No 1207/2011.</p> <p>Non-EU State aircraft not equipped with Mode S or ADS-B OUT capability can be authorised to conduct flights in European airspace under GAT.</p> <p>Non-EU State aircraft operators that plan to conduct flights with non-Mode S or non-ADS-B OUT transport type State aircraft in European airspace shall consult the National AIPs of the States to be overflown, and submit case by case requests for dispensation/waivers for such particular flights in line with arrangements and procedures published therein.</p> <p>A related Compendium on the Management of Flights by Mode S and ADS-B OUT Non-Equipped State Aircraft is available here: https://www.eurocontrol.int/service/handling-non-equipped-mode-s-and-ads-b-state-aircraft</p> |

State aircraft – Safety Assurance requirements (1)

| Capability | Civil Requirements | Mandate Status | State Aircraft equipage considerations |
|----------------|---|---|---|
| ACAS II | <p>TCAS II Software Version 7.1 (adjacent column)</p> <p>ICAO Annex 10 vol.4, PANS OPS Doc 8168, PANS ATM Doc 4444, ICAO Doc 7030, ICAO Doc 9863 (ACAS Manual)</p> <p>ICAO Annex 6, Operation of Aircraft, Part 1 – International Commercial Air Transport – Aeroplane</p> <p>European Commission Regulation No. 1332/2011, subsequently amended by Regulation No. 2016/583</p> | <p>ACAS mandate applies only to civil aircraft.</p> | <p>REVISED ACAS POLICY FOR MILITARY AIRCRAFT (Dated 28 September 2016)</p> <p>Background</p> <p>On the 21st April 2016 at the 48th meeting of the Civil-Military Interface Standing Committee (CMIC), the Military Authorities have agreed on a Revised ACAS Policy for Military Aircraft.</p> <p>Policy Statement</p> <p><u>Background</u> On 21 April 2016, the CIMIC Member States have commonly agreed to review the 2004 ACAS Policy for Military Aircraft to align with provisions for civil aircraft in Commission Regulation (EU) No 1332/2011 of 16 December 2011 subsequently amended by Regulation 583/2016 laying down common airspace usage requirements and operating procedures for airborne collision avoidance.</p> <p><u>Military Transport Type Aircraft</u> Military Authorities of the CMIC Member States adopt TCAS II version 7.1 as the minimum for voluntary forward fit implementation for new military transport type aircraft (MTTA) entering into service or undergoing major mid-life modernisation. It must be applicable to fixed-wing turbine engine aircraft having a maximum certificated take-off mass exceeding 15,000 kgs, or a maximum approved passenger seating configuration of more than 30, were required to be equipped with ACAS.</p> <p>Situation in German airspace</p> <p>German AIC IFR 13 dated 20 MAR 2003 states: “With effect from 1 January 2005, all fixed-wing turbine-engine aircraft, including military transport aircraft, having a maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19 will be required to be equipped with, and operate ACAS II”.</p> <p>For more details consult: https://www.eurocontrol.int/publication/revised-acas-policy-military-aircraft</p> |

State aircraft – Safety Assurance requirements (2)

| | | | |
|--|---|---|--|
| <p>Enhanced Ground Proximity Warning System (EGPWS) / Terrain Awareness Warning system (TAWS)</p> | <p>Applicable to aircraft with:</p> <p>(1) MCTM>5700kg or a more than 30seats and a C of A issued after 1/1/2001;</p> <p>(2) same MTCM and if 9 seats or more and C of A issued after 1/1/2004;</p> <p>(3) same MCTM and 9 seats or more and already equipped with GPWS - no TAWS required</p> | <p>Mandated from JAN 2003</p> <p>Note:</p> <p>If MCTM>15000kg or passengers >30 the date is 01 JAN 2005 and if</p> <p>MCTM>5700kg or passengers > 9 the date is 01 JAN 2007</p> | <p>Applicability to State aircraft not defined.</p> <p>This is not an ATM/CNS Requirement as stated in ICAO Annex 6 Part 1. Paras 6.15.5 to 6.15.7</p> |
| <p>Flight Data Monitoring</p> | | <p>Under consideration for civil aircraft at EASA level</p> | <p>Applicability to State aircraft not defined.</p> |



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